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(54) BOATS

(71) We, ALAN DEREK FIELDING and CLIVE HUGH FIELDING, both British Subjects of 28 Norwich Close, Lichfield, Staffordshire, England and 43 Duncomb Road, Sutton Colfield, West Midlands, England, do hereby declare the invention for which we pray that a patent may be granted to us and the method by which it is to be performed, to be particularly described in and by the following statement:-

This invention relates to pleasure boats and has for its object to provide such a boat which is particularly versatile in use and convenient to transport.

According to the invention a boat assembly comprises two hulls detachably connected together by connecting structure to form a catamaran, the hulls being each in the form of a canoe hull with a cockpit opening therein, the hulls having removable covers for said cockpit openings and for openings in the hulls to accept the connecting structure, said covers being used in the hulls in accordance with the purpose of the hulls either as part of the catamaran or individually as canoes.

The apparatus may therefore be used as a catamaran or as two individual canoes.

The invention will now be described by way of example with reference to the accompanying drawings in which:

Figure 1 is a side view of a catamaran, constructed according to the invention,

Figure 2 is a plan view thereof, and

Figure 3 is a front elevation view thereof.

As shown in the drawings the catamaran comprises two hulls 10, 11. Each is in the form of a closed in canoe hull mounted on its side. Connecting the two hulls 10, 11 is a detachable connecting structure comprising two tubes 12, 13 engaging in respective tubular sockets in the hulls. The beam 12 is disposed near the forward end of the catamaran, the other beam 13 being near the rear end.

The sockets for receiving the ends of the beams are closed ended tubes fitted into the two canoe hulls 10, 11 at angles inclined to the hulls so that, as shown in Figure 3, the hulls 10, 11 are outwardly and downwardly inclined.

To the centre of the beam 12, a mast 14 is fitted and on this is mounted through a conventional pivot 15 a boom 16. A kicking strap 16a connects the boom with a fixing near the base of the mast. There is also provided an adjustable main sheet 16b incorporating pulleys and connecting the boom outer end with a fixture on the rear beam 13. The mast is secured by wire stays 17 which are rearwardly inclined and which are secured to the hulls 10, 11 respectively. There is also a wire forestay 18 connected to the two hull front ends by further wires 18a.

Suitable rigging is provided for hoisting and securing to the mast and boom, a sail 19. One or more additional sails may also be used.

At the stern of each of the hulls are respective rudders 20, connected by a cross arm tiller 21, which may be articulated as shown. Stretched between the hulls 10, 11 and the beams 12, 13 is a net 22 forming a platform between these members.

Thus described, the boat is in the form of a catamaran.

However, all components can be dismantled, not only for transportation, but to enable the two hulls 10, 11 to be used as individual canoes or kayaks.

Each such hull has a greatly central cockpit with a cockpit cover 23, which can be fitted in place to form a waterproof seal, when the boat is used as a catamaran, but which can be removed for use as a canoe.

Additionally, when the hulls are used as canoes, the sockets to receive the ends of the beams 12 and 13 are sealed by means of plugs. The rudders 20 are also removed.

The canoe hulls are of approximately con-

ventional configuration, though the nose of each is less sharply pointed than in conventional canoes, and additionally, the stern of each is provided with a flat support surface for the rudders when the boat is being used as a catamaran.

WHAT WE CLAIM IS:-

1. A boat assembly comprising two hulls is detachably connected together by connecting structure to form a catamaran, the hulls being each in the form of a canoe hull with a cockpit opening therein, the hulls having removable covers for said cockpit openings and for openings in the hulls to accept the connecting structure, said covers being used in the hulls in accordance with the purpose of the hulls either as part of the catamaran or individually as canoes.

2. A boat assembly as claimed in claim 1 in which the two hulls, when in the catamaran form, are mounted on their sides and are provided with other gear required for sailing in the catamaran form.

3. A boat assembly as claimed in claim 1 or claim 2 in which the connecting structure includes beams engaging, at their ends, in said openings in the hulls, the openings for such engagement being provided with said covers for closing them when the hulls are used in the canoe form.

4. A boat assembly as claimed in any one of the preceding claims in which the connecting structure includes a mast and boom and associated gear for at least one sail.

5. A boat assembly as claimed in claim 2 in which each hull is provided with fixings for rudders for use in the catamaran form.

6. A boat assembly substantially as hereinbefore described with reference to and as shown in the accompanying drawings.

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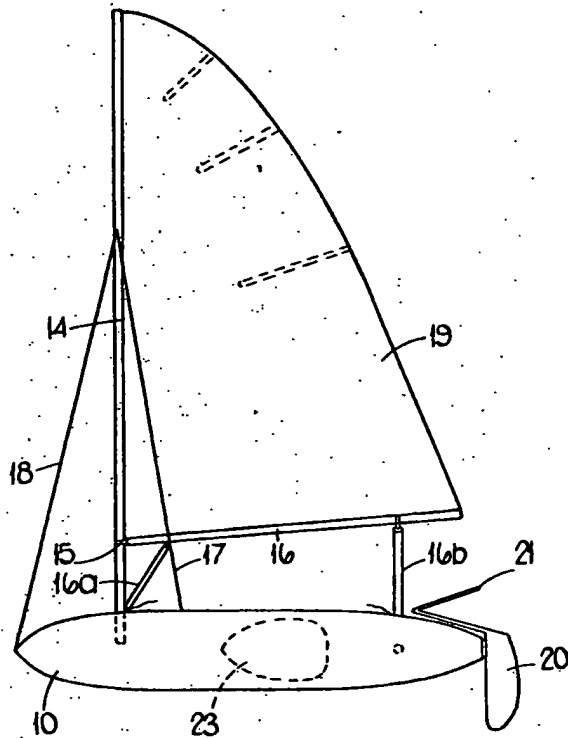
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COMPLETE SPECIFICATION

2 SHEETS.

This drawing is a reproduction of
the Original on a reduced scale
Sheet 1

FIG.1.



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COMPLETE SPECIFICATION

2 SHEETS

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Sheet 2

FIG. 2.

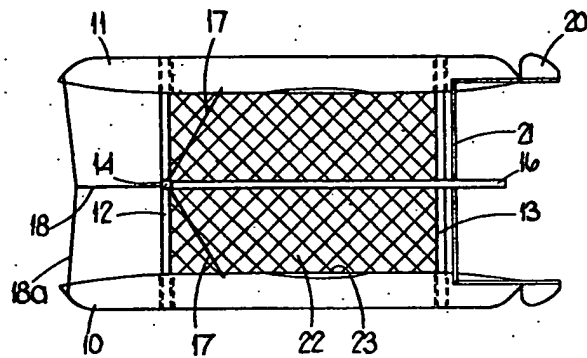


FIG. 3.

